

MOTOR RACING

and
ECONOMY CAR NEWS

7th Year— No. 7 —Los Angeles, Calif.

Feb. 2-9, 1962

(Published bi-weekly except last issue of calendar year)

25¢

SAAB, Swedish Giant-Killer, Wallops Field in Famous Monte Carlo Rally



ON THE WAY to victory (top) during the past fortnight in the world-famous Monte Carlo rally is the 3-cylinder, 2-stroke (850cc) Swedish SAAB. It started from Oslo, one of the eight starting points. Bottom: the sensational

Swedish rallyist, Erik Carlsson, left, and his co-driver and navigator, Gunnar Haggbom, with trophies on hood of victorious car. The SAAB was a narrow victor over a much larger German Mercedes-Benz 220SE. (Story on Pg. 3)

Baja Race, Sept. 15

The date for the Baja Calif. transpeninsula road race has been changed from next May 5 to Saturday, Sept. 15, Mexican Independence Day. The approximately 300-mi. race, from San Felipe-Mexicali-Tijuana-Ensenada, is planned for sports cars, stocks and compacts.

Official permit for closing of the roads was secured last week through efforts of Lic. Miguel Aleman, former President of Mexico. (Sponsors hope for a \$40,000 prize fund).

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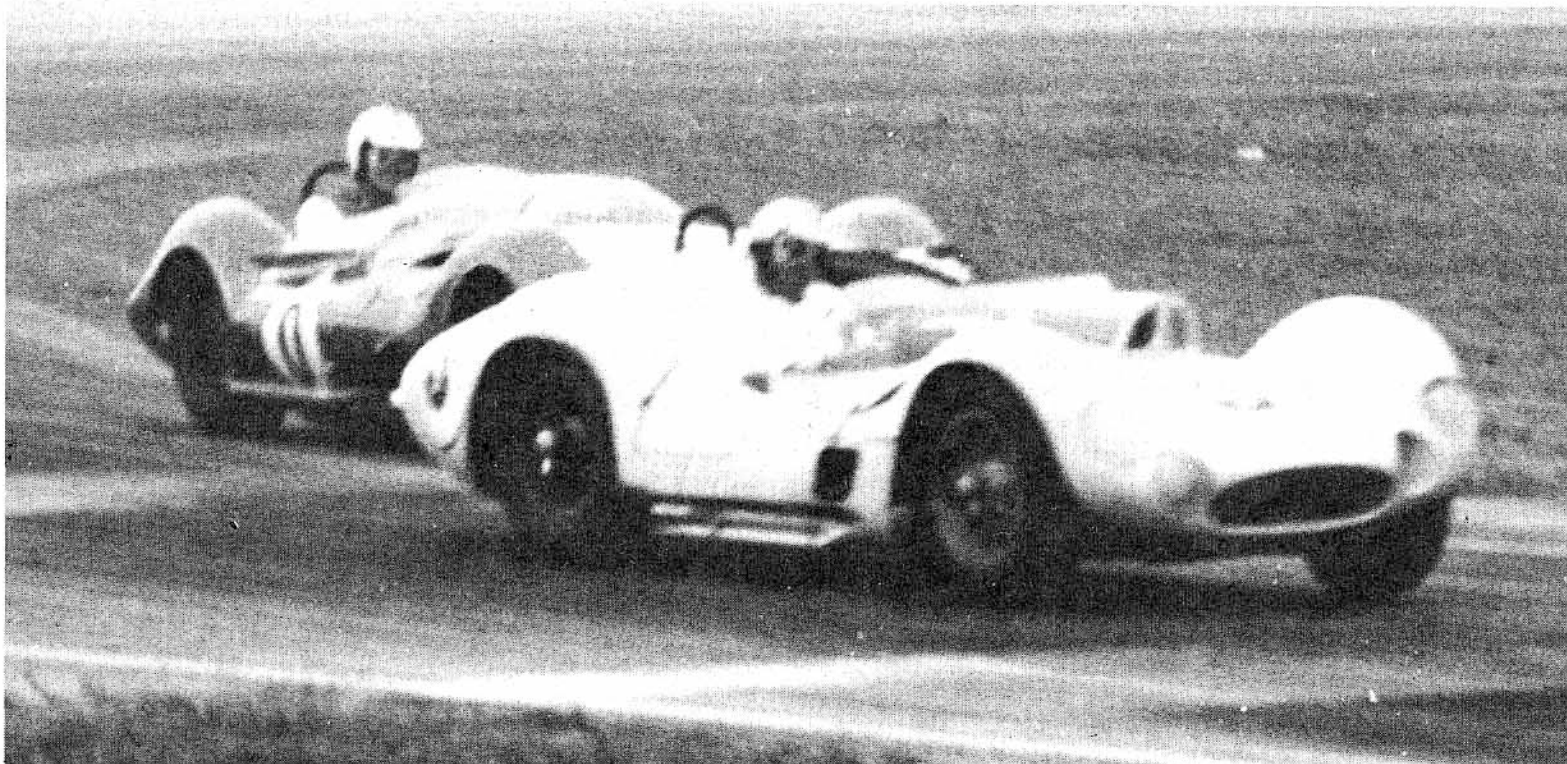
25¢

Riverside, Mar. 3-4

Tons of dirt washed on the course by last week's deluge forced postponement of the Cal Club-SCCA first Pacific Coast championship road races at Riverside Intl. Raceway. The races were to be held Feb. 10-11. They will now be held Saturday and Sunday, March 3 and 4. Dave Bracken is the race chairman.

These will be the first 1962 road races in the Greater Los Angeles area.

IT'S GURNEY AT DAYTONA



ALAN CONNELL, JR., popular Fort Worth driver, booms ahead of Harry Heuer's Corvette-powered Chaparral in SCCA national championship

feature at Daytona Intl. Speedway last Jan. 28. Connell set new track record of 101.24mph for the 3.1 course. (Photo by T. Taylor Warren)

Lotus Blows; Starter Used To Triumph!



DAN GURNEY

Special to MOTORACING

DAYTONA BEACH, Feb. 11 -- Magnificent strategy on the part of Dan Gurney of Costa Mesa, Calif., enabled the Grand Prix driver to nudge Frank Arciero's 2.5 liter Lotus 19 across the finish line with its starter and win the \$21,800 three-hour Daytona Continental race for sports and Grand Touring cars here today.

The Lotus engine blew seconds before the checkered flag came down at the end of the time limit. Holding a substantial lead, Gurney shrewdly waited for about 30 seconds before the finish line as time ran out.

He got out of the car, looked it over and leaped back in. As the checker was dropped, he got the Lotus over the finish line on the starter.

The 14,000 screaming fans did not understand that if he had crossed the line before the flag was dropped, the disabled Lotus would have had to make another circuit of the 3.81 mi. course and he would have lost the race.

Gurney averaged a fantastic 104.

Continued on page 7

Pabst boomed into the turn, banked at 32 deg., when the engine seized and the drive wheels locked. The Maser veered up, hit the guard rail, then flipped back down.

Phil Hill, Santa Monica, 1961 world's champion, had the fastest time in a No. American Racing Team 1962 2.5-liter sports Ferrari (V6 rear engine)---102.810 mph around the 3.81-mi. course.



AUGIE PABST

Pabst Injured At Daytona

(Photo of demolished car—pg. 7.)

DAYTONA BEACH, Fla.---Augie Pabst of Milwaukee last week was recovering at a hospital here of serious injuries he suffered on Feb. 8 during practice for the Daytona Continental 3-hour Grand Touring and sports car race.

It was reported he suffered broken ribs, some internal injuries, possible injury to his spine and multiple cuts all over his body.

Driving Briggs Cunningham's Maserati Sports 60, Pabst catapulted end over end after the car crashed into a guard rail atop a high bank of the speedway. His seat belt apparently broken, young Pabst was thrown clear. The machine was demolished.

Flying at well over 100mph,

Connell Wins SCCA Natl; Avg: 101mph

BY GERI FLEMING COLDEWEY
Special to MOTORACING

(Other photo and chart — Page 3)

DAYTONA BEACH, Fla., Jan. 28 -- Texan Alan Connell, Jr., driving his luminous saturn-yellow Maserati-Ferrari, today won the SCCA's national championship 93-mile main event at Daytona Intl. Speedway by virtue of brakes rather than engine power.

Despite gusty and chilly northwest winds which kept the 2500 spectators shivering in the stands, Connell averaged a blistering 101.24mph to set a new track record for the 3.1-mi. course. But it wasn't an easy win for the rugged rancher from Ft. Worth. From start to finish it was a two-way fight between Connell, winner of the 1959 SCCA feature at Daytona, and Harry Heuer of Chicago, driving his new Corvette-powered Chaparral.

During the course of the 30-lap feature, the lead changed exactly 23 times between these two drivers from the first through the 27th lap; then Heuer's brakes failed. As the two raced neck and neck down the backstretch and into the first turn leading to the twisting infield road, Heuer's brakes locked. He missed the turn and skidded down an escape road. By the time he got back on course, Connell was a half mile ahead, and the hard fought victory was his.

Connell and runner-up Heuer lapped all the other starters in the 24-car field, except Bob Holbert of Warrington, Pa., who placed third in a Porsche RSK.

In the first of two 25-lap preliminary races, it was Duncan Black, York, Pa., from start to finish. Driving a Daimler roadster, he averaged 85.45mph to win

the event for C, D and E production cars. Second was Ross McCain, Atlanta, Ga., Morgan 4, followed by Robert Evelyn, New London, Conn., Daimler SP250.

Howard Hanna, Newton Square, Pa., won the second 25-lap race for F, G and H production cars, driving a DB HBR5. Bill Eve, Cocoa Beach, Fla., was second in a Porsche Normal 1600, followed by Leo Picard, Woonsocket, R.I., MGA 1600 Mk. II roadster. Average speed was 65.40mph over the 1.63 mile course.

Saturday's 25-lap race for Formula Juniors and G and H modified cars was won by Chuck Dietrich, Sandusky, Ohio, driving an Elva Formula Junior. Second went to Floyd Askov, Boston, Mass., Lotus Formula Junior.

Dietrich took the lead on the first lap of the feature and was never headed, although for the first 19 laps it was a nip-and-tuck battle as Askov clung to the leader's tailpipes, only to spin-out on the 20th lap.

In third place, nearly a lap behind the leaders, was Dr. Curt Gomstead, of Monroe, Wisc., Elva Mark VI. Gomstead's third overall victory gave him a first place win in Class G modified.

Class H modified was won by George Peck, Clearwater, Fla., OSCA. Peck finished sixth overall and two laps behind the winner.

Dietrich sped around the 1.63-mi. course, a combination of the banked main straightaway and a twisting six-turn infield layout, at an average speed of 73.33mph. Time for the race: 33m10.1s.

Moss Captures Sydney 100-Miler

SYDNEY, Feb. 4 - Britain's Stirling Moss won the International 100-mile road race for the second straight year today, averaging 81.49 mph in his Cooper Climax.

Bruce McLaren of New Zealand was second and Bob Stillwell of Australia, also in Cooper Climaxes, finished third.

Vignettes

By Gus V. Vignolle

- Sports Cars Lure
- Seat Belt Question
- The Sweet & Sour

THIS CHRONICLER has a sneaking hunch that this year's races for the manufacturers' championship, basically for Grand Touring cars (with sports cars thrown in as a sort of side attraction), are going to fall a little attilay.

I think the interest of Jose Fan is going to be with the sportsters. The recent three-hour Daytona Continental can be taken as a barometer. They had a stupendous field of both Grand Touring and sports car entries for the first championship race of 1962.

The primary interest and the headlines were on sports and not on sedans, the great STIRLING MOSS and the Ferrari Berlinetta notwithstanding.

And the public goes for the winner---not who was second, third or 33rd. DAN GURNEY won in the Lotus 19, then came PHIL HILL-RICARDO RODRIGUEZ and JIM HALL in a Ferrari sports and Chaparral, respectively. And chances are if it hadn't been MOSS in the Berlinetta, the first GT finisher would have been far down the list instead of fourth.

It seems that the idea of the GT bit is to promote the sale of cars, but Daytona proved the spectators are not going to sail for this...nor do I think they will at Sebring, Nur-

Continued on page 3

Brabham's Cooper Australia Winner

BRISBANE, Feb. 11 - Driving a Cooper-Climax, Australian ace Jack Brabham won the first Queensland International race at the Lakeside track today when he covered the 45-mile course in 30m. 50s. for an average speed of 90 mph.

Victorian Bob Stillwell finished 1 sec. behind Brabham, with New Zealander Angus Hyslop third, 5 sec. away.

MCLAREN BEATS MOSS

CHRISTCHURCH, New Zealand, Jan. 27 - Bruce McLaren of New Zealand drove his 2.5-liter Cooper to a half-lap victory over Stirling Moss of Britain today in the 75-mile Tertonga Intl. race.

McLaren, who won the race in 1959, led all the way over a track made slippery by oil. He completed the 50 laps of the mile and one-half Invergargill course in 60m. 7.6s. at an average speed of 75mph.

Moss, who won races at Ardmore plus the Grand Prix and Lady Wigram trophy races this season, was second in his 2.5-liter Cooper,

just ahead of former world champion Jack Brabham of Australia, who also drove a Cooper. Brabham pushed Moss early in the race in a bid for the runner-up spot, but couldn't close the gap and had to settle for show money, as he did in 1959.

McLaren's time, while not a record, was 47.5s. faster than the time Joaquim Bonnier of Sweden clocked in winning the race a year ago.

Jim Palmer was fourth in his 147cc. Lotus.

Letters to MotoRacing

CRITICISM FROM HILLS

Enclosed is a check to cover another year's subscription for the most enjoyable newsprint I read.

I also want you to know how surprised I was when I received MOTORACING issues of October and November, only to find myself on the front page, (my car, after flipping at Riverside; and the three-hour enduro, with apple in mouth).

Thought I might interject a few words of criticism: for the life of me, I cannot understand your comments about the tragic lack of co-operation between the two local clubs. I have read many times your intelligent statement that all the owner-driver wants to do is race, and race in a well-scheduled group of events throughout the year; yet, you constantly find fault with each club and their officials.

Because your comments are read throughout the racing fraternity, they certainly do little to help the situation. Why not present the issue with some constructive criticism towards having both clubs sign contracts agreeing to race locations and dates, if nothing else?

It is my belief, unless not more than eight to 10 races are held a year, a great sport will fail, and you'll have little to print for local readers. Both clubs have a tremendous amount of brains, talent and aptitude. These same guys love the sport, as you and I, and need the assistance of all their members and people such as you.

Why won't you and your "rag" help us poor working guys promote good will between both organizations for one common end:

Bigger and better, well-scheduled races.

JAY C. HILLS
Los Angeles 33

WORD FROM ALASKA

The weather is quite different from where I last saw you---at the Formula races in Hanford, Calif., where it was hot-hot-hot. This is nature's ice-box and flying is the only way to get around. I sure miss the races. (Editor's Note---There haven't been any around here since last Oct.)

I am working on the nationwide dial system, and the Western Electric Co. co-sponsored the trip. I would like to hear from the racing gang.

G.T. (LUCKY PIERRE) PERRY, JR.
c/o Western Electric
Box 7-1659
Anchorage, Alaska

ROAD RACE FAN

How about some info on this San Felipe - to - Ensenada road race, such as class breakdowns in the sports car class?

If there's an 1100cc class, you'll have a lot of Lotus. Prize money? Sponsor? Do you have the en-

try blanks?

PETE BROCK

Riverside, Calif.

(Editor's Note---Please note box on Page 1. Organizers say regulations, class breakdowns, prize list, etc., should be available in 4-6 weeks. Watch MOTORACING for developments.)

'FACTUAL, UNBIASED'

...Your coverage of the West Coast road racing situation in the Jan. 5-12 issue of MOTORACING is factual and unbiased. This is appreciated. Enclosed please find \$4 for my subscription....

Please keep in touch with Bob Estes, our Western vice-president, for up-to-the-minute reports.

RHIMAN A. ROTZ

United States Auto Club
Coordinator, Road Racing Div.
Indianapolis 2

CHEERS FOR HILL

Let's keep the news coming.... This is Iowa, where people are nuts and sports cars are unknown, but we hope to get a track some day.

...Can those clubs out your way get together? Hope so.

It was good to see an American win the world's championship. Good luck to Phil Hill, and may he be top cog again in 1962....I'll be out your way in the Spring.

ROLAND L. JONS

Des Moines Valley Reg., SCCA
Des Moines 15, Iowa

POETIC CUSTOMER

'Oh, Cal Club! Cal Club! What have you wrought.

The SCCA you have outfought, For never in the history of our sport

Has there ever been a hotter retort!"

How many times do I have to slap the wrists of club officials and remind them that we must further the sports car movement and not argue among ourselves.

Alas, we never learn, do we? It figures.

Thanks for the choice comments on Red Crise. After 1956 and the happy tire-eating race, I said, "Bye, bye."

...Let's have USAC handle the whole Sebring deal with the complete cooperation of the SCCA and other functioning clubs....

DICK HILL

Santa Monica, Calif.

A GIRL-WATCHER

Regarding that campaign some time back about asking the girls to desist from wearing short-shorts in the pits, I will no longer go to the sports car races if this becomes law. It is absolutely ridiculous. I don't care if a doll weighs 150 lbs. and wears short-shorts. What's wrong with that, if the weight is properly distributed? I'm a girl-watcher more than a car-watcher, so don't hop on the wrong bandwagon.

H. JOSEPH MC FALL
San Francisco

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In the News

NEW RIVERSIDE HEAD

Joe Perry is the new president of Riverside Intl Raceway, supplanting Roy Lewis, now a vice-president along with Fred Levy, one of the owners. Perry formerly was in the petroleum business with Ed Pauley, another of the Riverside owners.

Paul Schissler is out as vice-president and general manager of the race course. He will be in charge of promotion. Efforts will be made to utilize full potential of the 3.275-mi. course through more automotive testing and racing events.

Les Richter remains as aide to Perry.

FRA DINNER-DANCE

The Formula Racing Assn. dinner-dance to honor 1961 world champion Phil Hill, Dan Gurney and Richie Ginther will be held Friday, Mar. 2, at the Epicurean Towers restaurant, 234 So. Brand Blvd., Glendale. The color film short SOUND OF SPEED also will be shown at this time.

Tickets, at \$8.50 rather than the originally--announced \$10, are available at all Liberty Ticket Agencies; Autobooks, 2900 Magnolia, Burbank, or by writing FRA, PO Box 748, Burbank, Calif.

AUTO EXPORTS

US automotive exports totaled \$1.4 billion in 1960. Motor trucks alone accounted for \$352 million of the total.



Economy Car News...

By MARGUERITE COOK

The Editor has just handed me a press release from the Rootes Group announcing that two Englishwomen have left England in a Hillman Husky on a 7000mi. overland trek to Western Nepal.

The two, Countess Dorothea Gravina, 56, and Patricia Wood, a 27-year-old dental surgeon, will rendezvous in New Delhi, India, with four other members of their Pinnacle Women's Climbing Team for six weeks of exploration in the Jagdula region of the Himalayas. This is a region of peaks that rise over 20,000 feet; so far unnamed, unclimbed, and largely unmapped.

By the time the group reaches this region, the Hillman Husky will have done its duty. The couple plans to reach Delhi by the second week in March and will have traversed some of the most difficult motoring routes in the world, crossing France, Italy, Yugoslavia, Greece and Turkey, Iran, and through the Khyber Pass to Pakistan and India.

The 1390cc Hillman Husky station wagon has been modified only by normal export options, such as heavy duty springs and tires. The expedition leader, Countess Gravina, makes no claim to any particular engineering skill, spent a day in overalls at a Rootes Group service station learning how to maintain the car efficiently.

"A surprising number of people have wished all their lives to do something of this sort--I am just one of them," quoth the countess.

"This is a good story," the Editor tells me. "Why?" sneers I. "People have been driving overland to India since the automobile was invented. Even I did it in reverse 10 years ago, and I didn't go in luxury. I didn't have a Hillman Husky. I had to rely on native buses and government trucks."

The "girls" (any woman under 80 is a girl) can have their mountain climbing. I've done my share of trekking in the Himalayas, but retired from this particular type of agony while attempting to climb the Pyramids. I had been pulled up onto a narrow ledge on about the second of those huge cement blocks, enroute to the top when my dragoman looked at me craftily and said, sorrowfully: "You heard what happened to that famous French mountain climber here?" Naturally I said no. "Well," said the dragoman. He had just climbed a peak in the Himalayas and decided to try the Pyramids enroute home. He was standing just about where you are when he slipped. He died, of course. "I got the point and decided to give up. Since then I've wondered to how many other silly female tourists that dragoman has

told the same story.

Actually, I would very much like to be entering Yugoslavia with this couple. I'm sure they are that far by now, and wonder how road conditions have changed in the past 10 years. Even in my time, there was a good paved road most of the way. This was not true in parts of Yugoslavia, Turkey, Iran, and Afghanistan, but all those countries have been on massive road building projects since.

I still remember being continually stuck in the mud on Turkish roads, and in all countries where there were mountain roads with no guard rails on the dangerous turns used to close my eyes so that I would be taken unawares. The classic remark about roads in Turkey was made to a British author by a Turkish chauffeur whom the former had complimented on his driving. "I have to be good," he explained. "All our bad drivers are dead."

The roughest section of the road used to be between Teheran and the Khyber Pass, which takes one, by various routes, through Afghanistan. The road used to be like a washboard and was so notoriously hard on tires that various rubber companies were failing in efforts to develop tires that would withstand the wear and tear. I just hope that Hillman has enough spare tires and doesn't shake some of its innards loose in areas where Hillmans have never been seen before.

The girls have probably been told that gas stations, hotels and cafes are few and far between, especially after leaving Baghdad, if they come that way, and that there is a shortage of gasoline in Afghanistan. They will also find out that ducks, geese, sheep, goats, donkeys and people have the right-of-way. Another road hazard is the camel, a completely witless animal which will shy at a Hillman Husky like old Dobbin used to shy at a Model T.

I do hope the girls don't believe everything they hear about not eating this and not eating that. The best advice is to drink tea and coffee, made of boiled water, as do the natives, eat cooked food, or only fresh vegetables that have outer layers that can be removed. Keep the sulfa and dysentery pills handy. No matter how careful you are, you are going to need them, so you might as well enjoy yourself in the process.

There haven't been any big announcements about it, but the Russ didn't have any success with the Zaporozhets, a combination of the

Continued on page 7

SPORTSCAR RETREADS

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Vignettes

BY GUS V. VIGNOLLE
Early Interest in Sports Cars
Rather Than the Grand Touring

Continued from page 1

burgling and Le Mans, where the sports go with the saloons.

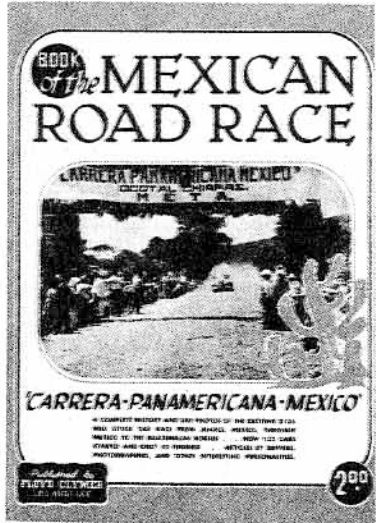
Perhaps interest could be drummed up if the GTs went by themselves; however, this is problematical and that is probably why the powers-that-be tossed in the sports cars. It is proof that they were not out for a short beer when they were passing out the brains.

Aside from being a good driver, Gurney has a lot working for him upstairs. No better proof than his

gory.

Now JAY C. HILLS II, Porsche driver, comes up with a beef (see his letter on Page 2). Hills is an idealist, of course, and this is a wonderful trait, but I suggest he too, be specific.

It is obvious that Hills is not keen on reading about the war between the two factions. He forgets that this is NEWS. And how constructive can you be, other than to suggest the two outfits get together on



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it will take place on Monday
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BARGAIN AT \$2

great strategy of waiting near the finish line after his engine blew and then using his starter to nudge the machine across.

Seat Belt Broke

AUGIE PABST'S serious accident in practice brought the talk around to seat belts. There is one school, particularly among European drivers, which does not favor the seat belt.

It's a variable thing, and the nature of the accident rules whether you are better off being thrown clear or held inside the cockpit.

In Augie's case it is just about a certainty that his life was saved when his seat belt broke and he was thrown free. He was flying at 145-150 mph when the Birdcage rolled end over end from the top of the track to the apron, where it came to rest on its top.

Take a look at a photo of the demolished car on Page 7 of this issue.

BERNARD KAHN, Daytona News Journal sports editor, said: "Had he remained in the car when he hit upside down for the last time, it is doubtful he could have survived in the wrecked cockpit." Kahn quoted HOWARD HILL, Intl racing rep for Shell Oil Co., as observing: "How he got out alive I don't know."

The last report that our correspondent GERI FLEMING COLD-

CHALLMAN'S INVITE

dates and quit pirating each other's courses and underbidding each other with sponsors.

Years ago, a Cal Club Pharaoh (no longer on the scene) told me to lay off, else in the future there would be no news to print. And now Hills comes up with the same song.

Please let me worry about that. As it is now, unfortunately, about two-thirds of the stuff sent and phoned in does not get into print. That is because of lack of space. There is no paucity of news; there never is when there's a war going on.

Sunshine, Then Clouds

Now just for contrast, eyeball these two letters that came in the same day. Sunshine first, then the blasteroo:

Dear Sir:

I wish to express my thanks and appreciation for the outstanding newsy Jan. 19-26 issue of MOTORACING.

You and your staff will have a hard time topping this one.

There is only one thing to say and that's let's have more of the same.

In speculation I would say (1) you have fully recovered from your heart attack, (2) you have a beautiful secretary that loves to take dictation, or (3) you just had so much info you had to tell it or

SAAB Proves Monte Carlo Giant-Killer

Special to MOTORACING
(Photos--Front Cover)

MONTE CARLO, Jan. 26---An 850cc two-stroke Swedish SAAB sedan proved a giant-killer as it won the world-famous 31st Monte Carlo rally which started last Saturday from eight cities.

Driver was the renowned Erik Carlsson of Trollhattan, Sweden, who won the British RAC Rally in 1960 and 1961 and is considered the world's No. 1 rallyist.

His co-driver and navigator was Gunnar Haggbom, making his debut in the Monte Carlo.

Their penalty points were listed as 2880.480 as compared to 2907.035 for the second-place German Mercedes-Benz 220SE of Eugen Bohringer and P. Lang of Germany.

Both cars started from Oslo. Other starting cities for 313 starters (247 completed the rally) were Athens, Lisbon, Glasgow, Paris, Frankfurt, Monte Carlo and Warsaw.

After the Saturday start, all eight routes converged on Chambery in the French Alps the following Monday evening. From that point to Monte Carlo the cars followed a common 565-mi. route. The first cars arrived here Tuesday noon after having driven about 2500 mi.

Five speed changes were inserted in the mutual finishing route and on the first of these Carlsson managed to gain a start of four minutes over Bohringer. The road was covered with snow and the SAAB's formidable road-hugging ability under difficult circumstances was utilized to the fullest by Carlsson.

The four minutes melted down to only 43 seconds in the final stages, and Thursday's speed laps on the Monaco track became a thrilling battle for seconds. The circuit racing covered four laps and Carlsson managed to stay ahead until the third lap, when he finally had to give way to the bigger-engined Mercedes. Carlsson, however, still had a quarter of a minute to spare on crossing the finish line.

The first 10 in the general classification:

1. E. Carlsson - G. Haggbom, Sweden, Saab, 2880.480.
2. E. Bohringer - P. Lang, Germany, Mercedes, 2907.035.
3. P. Hopkirk - J. Scott, England, Sunbeam, 2937.489.
4. P. Procter - C. Robson, England, Sunbeam, 2952.339.
5. P. Gele - A. Guilhaudin, France, D K W, 3019.587.
6. G. Andersson - V. Karlsson, Sweden, Volvo, 3019.979.
7. R. Neyret - J. Terramorsi, France, Citroen, 3031.074.
8. H. Kuhne - H. Wencher, Germany, Mercedes.
9. P. Frescobaldi - M. de Luca, Italy, Lancia.
10. G. Hill - P. Jopp, England, Sunbeam.

PORSCHE RS

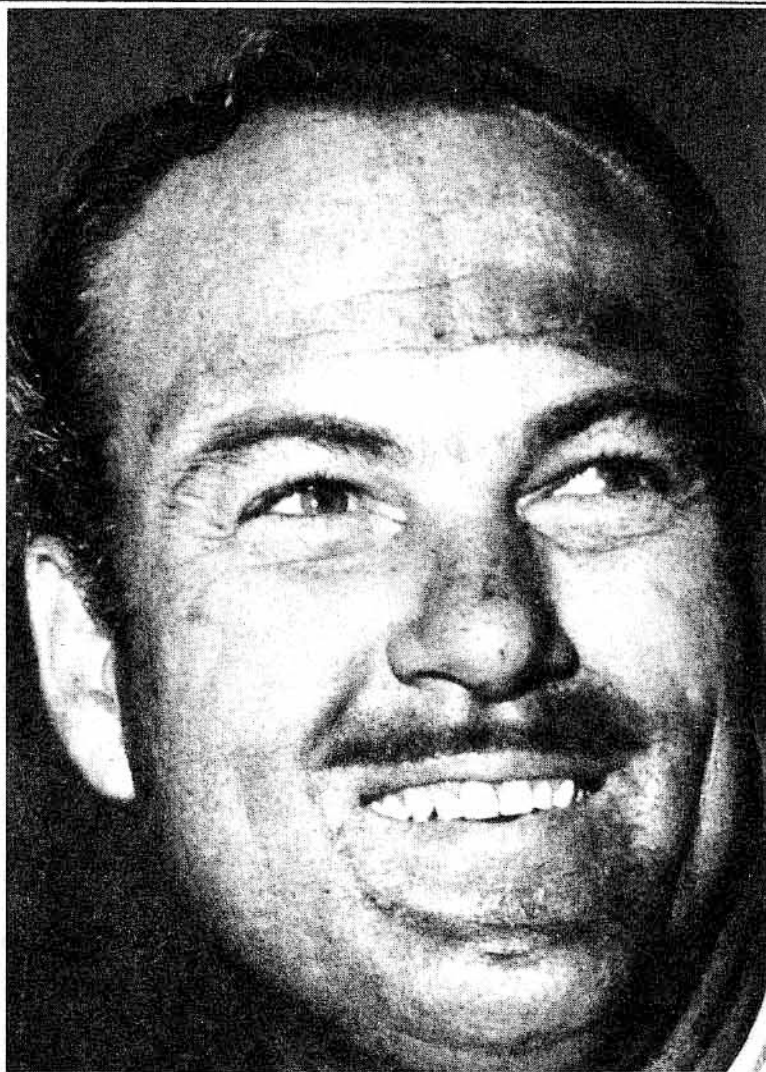
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Bob Challman FR 6-8833
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Manhattan Beach, Calif.



WINNER ALAN CONNEL (FERRARI-MASERATI)

Daytona SCCA National Chart

Results of SCCA National Championship sports car races at Daytona International Speedway, January 28, 1962

FOURTH RACE (30-laps over 3.1-mile course)

Pin. Pos.	Car No.	Driver and City	Type Car	Class
1	5	Alan Connel, Ft. Worth, Texas	Maserati-Ferrari	DM
2	0	Harry Heuer, Chicago, Ill.	Meister-Brauser Chap.	CM
3	14	Bob Holbert, Warrenton, Pa.	Porsche RSK	EM
4	24	Art Huttering, Windermere, Fla.	Lister-Corvette	BM
5	16	Chuck Cassel, Ft. Lauderdale, Fla.	Porsche RS61	EM
6	77	Douglas Thiem, Milwaukee, Wisc.	Ferrari Berlinette	AP
7	11	R. K. Thompson, Washington, D. C.	Corvette 62 Rdstr.	AP
8	12	Ed Lowther, Pittsburgh, Pa.	Corvette 62 Rdstr.	AP
9	42	Josef Hoppen, Daytona Beach, Fla.	Porsche Spyder	FM
10	25	Ralph Salyer, Hammond, Ind.	Corvette	BP
11	21	Bob Staples, Miami, Fla.	Porsche RS	FM
12	33	Bob Spooner, St. Louis, Mo.	Doane Special	CM
13	41	Robert R. Brown, Massapequa, N. Y.	Corvette	AP
14	69	Art Habersin, Madera Beach, Fla.	Chevy Healey Rdstr.	CM
15	111	I. G. Davis, Pittsburgh, Penn.	Corvette	AP
16	85	Dick Lang, Xenia, Ohio	Corvette 62	AP
17	32	R. Jerry Dunbar, S. Beloit, Ill.	Edwards Mk 7	CM
DID NOT FINISH				
18	1	Dick DuBois, Wayne, N. J.	Corvette 360	AP
19	44	W. S. Bowman, Minneapolis, Minn.	Cooper Monaco	EM
20	22	Don Yenko, Cannonsburg, Pa.	Corvette 61 Rdstr.	BP
21	17	Bill Fuller, Oakdale, La.	Corvette Coupe	AP
22	87	Bob Kingham, Auburndale, Fla.	Maserati	CM
23	51	David C. Lane, Ft. Lauderdale, Fla.	Lister-Corvette	CM
24	46	George Robertson, Jr., Locust Grove, Ga.	Corvette Rdstr.	AP

Time of Race 55 minutes 7 seconds....Average Speed 101.240 mph (NEW RECORD)



ART SNYDER AND HIS NEW ELVA

EWY sent on the affable Augie was that he was showing slight improvement.

Let's Be Specific

Not long ago an ex-driver bellowed about what appears in these columns. He hurled a charge. I asked him to quit generalizing and be specific. End of bellowing.

Ditto the other midnight from a guy in the racing game. He could not be specific either. Some of these guys are the ones who bend your ear putting the blast on someone. Some of these guys are in the "please-don't-quote-me" cate-

bust.

I read all the sports car news I can get, and I rate your paper as the best of the lot when you feel like giving out as per this issue.

I wish you all the good luck and good health you can stand.

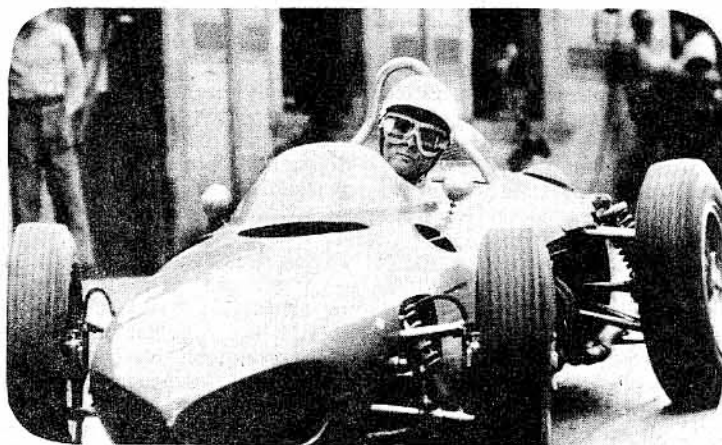
Sincerely,

A. L. LEWIS
Long Beach 5, Calif.

Gus: Recent issues of your sheet have been nothing but a lot of garbage about grown (?) men (SCCA-Cal Club) arguing over who gets to handle the piggy bank. I think this

Continued on page 4

8 MM RACING MOVIES IN COLOR



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PLUGS and POINTS...

By JOE SCALZO

Form. 1 Europe Ride for Settember; Scooter Patrick Ranks as Top Prospect



SCOOTER PATRICK FLIES IN PAM PORSCHE

NEGOTIATIONS HAVE BEEN completed, and TONY SETTEMBER will drive an Emeryson Formula 1 car in Europe this season.

This announcement, made last week by Settember's sponsor, HUGH POWELL, means that the former LA area Corvette driver will have two things going for him. As reported here a couple of issues ago, he's already set to run a Corvette in the major European GT races, and now with the Emeryson, he'll be able to hit practically every important Formula race, including those counting towards the World Championship.

"We bought the Emeryson," Powell said, "but the way the deal is set up, it will be a factory car with Tony the No. 1 driver."

The Emeryson is a rear-engined British-built machine resembling both Cooper/Lotus. OLIVIER GENDEBIEN and WILLY MARIENNE ran two of 'em for a time last year.

Looks as though Settember, who many tabbed as a promising driver when he was running locally, has literally struck it rich in Europe. Ever since he began racing six years ago he has had one ambition, and that is to race full time. That's in his grasp now. And his sponsor, Powell, is just as high on racing as he is. It will be recalled that he sponsored Tony in many local races before the two embarked for Europe last season. They're in Modena, Italy, now, and have a regular team; Scuderia Sirocco.

Besides the Corvette, Powell's got a Cooper-Ford, which he will be driving himself. An Italian will probably be co-driving the Corvette with Settember.

But the Emeryson is the thing. So far, So. Calif. has given PHIL HILL, DAN GURNEY, and RICHIE GINTHER to Formula 1. Settember next?

Oh, and as a footnote to all this, Tony's also got a ride lined up for the Targa Florio. He will share a two-liter Maser with an Italian named GIVONI.

ART SNYDER'S new rear-engined class G Elva Mk. VI put in its first appearance at Riverside Raceway recently for some trial runs, and, to the discouragement of the many other small modified car drivers present, it went just as well as it was supposed to. Now, all kinds of rumbles are springing up as local Lotus/Lola drivers try to find a way to stop Art from having an unbeatable season.

One rumor has it that BILL MOLLE, who races a Lola, will be letting Lotus XI whiz FRANK MONISE drive the Lola for him. Another that San Diego's RON COLE is getting a new Dolphin sports car. The story that sounds best, though, is that JACK YOUNG will be sponsoring Monise in one of the new Lotus 23 rear-engined Ford-powered jobs.

Anyway, whatever happens, looks like the interest is gonna be in G class this year.

The loosely-formed LA area Corvette Racing Team has sent a letter to National SCCA requesting that they be able to bring any 283 cubic inch B-classed Corvettes up to the specs of the 327 cubic inch '62 Corvette, so that all Corvettes will race in the same class--class A.

PROFILE - SCOOTER PATRICK, MOTORACING'S Class E modified champion.

When Scooter made his first racing appearance at San Luis Obispo back in 1959, a lot of nice things were said about his driving. Things haven't changed. Now, three years later, he's regarded as one of the hottest prospects locally since DAN GURNEY.

"Scooter's one of the most promising younger drivers," KEN MILES said.

Patrick, 28, is very definitely a Porsche man, having driven practically nothing but Porsches, usually the ADAM-MITCHELL Special, since he began running. He likes the way the Adam-Mitchell car handles, and really has no desire to compete in anything larger. "Speed alone doesn't fascinate me," he says. "Handling is more important."

He's proved that many times. His hard-charging style, coupled with the Adam-Mitchell Porsche, has licked many a larger, more powerful car. In any local race, Patrick and the special are a potent threat for first, large cars entered or no.

Scooter was able to win the MOTORACING award for '61 by taking class wins at, in order: Pomona, Stockton, Las Vegas and Del Mar. Sprinkled in between these events were various lesser performances.

Actually, the PAM Racing Team (he, HANS ADAM, and DON MITCHELL own a foreign car shop in Manhattan Beach; PAM) did not have a really outstanding year in '61, particularly when they went east in mid-season to run the IRP and Continental Divide pro events. "Racing just for cups all the time gets expensive," Patrick says, "that's why we like to hit the pro races."

But it was a mistake for PAM to run at IRP. A blown engine there cost them so much it forced them to lay off racing almost for the rest of '61. Yet off the points he made earlier, Scooter still easily won the MOTORACING award.

PAM is not a wealthy racing team, and expenses hit them heavy. So, unfortunately, it looks like they'll be out of action this year till the Oct. Times Grand Prix.

This places Patrick without a ride, which is too bad. However, Scooter is not giving up, and is presently searching for some sort of sponsored mount. He'd like to be able to make some of the bigger races, such as Sebring.

"I'm really going to try to get to Sebring, and races like that. Really try," he laughed. "I see some guy driving down the street, I ask, 'Hey, want to take your Nash to Sebring?'"

Meanwhile, while he has no car to run, he may be trying GP motorcycles. There's a chance he'll be on a Honda.

The best way to end this is to say that Patrick is one of the best small car drivers running anywhere, and it is a sure thing more will be heard from him.

LOTS OF RUBBER

US auto makers buy more than 36 million new tires a year. In addition, American motorists purchase more than 68.5 million replacement tires.



VALVE CLATTER

BY VAL MARRS

Students of the ancient art of heraldry have stated that in medieval times all family crests and coats of arms incorporated a device to denote illegitimacy. The "BAR SINISTRE," as it was called, crossed in the opposite direction of the normal bar. The members of the LA MIRADA SPORTS CAR CLUB would appreciate it if anyone would tell them which direction is legit. They're holding up the design of their club emblem as it would be very embarrassing to loudly announce to the world, in bold colors, that they're a bunch of b-----s.

The February PLAYBOY has another of KEN PURDY's Bugatti articles. As usual, it makes good reading.

The layout art director of the CSCC NOTES is NORM SHACKER. Norm used to do the FRA BULLETIN but was put out of work when the BULLETIN entered the pages of SPORTS CAR GRAPHIC. He drew raves for the work he did on the Hanford race program with a full page picture of JO BONNIER playing cards in the pits. Of course none of the farmer-type spectators recognized the face, but it was agreed that the picture was worth the \$150 printing costs.

A couple of mis compadres were wandering around the docks looking for a newly-arrived Lotus 20 when they found a very friendly longshoreman eating lunch in the back seat of a Rolls-Royce. He was happy to lay his sandwiches aside to show off the engines and interiors of all the cars around. My friend twitched a little to find a hood spring broken on his 20, but then thought himself lucky that nothing else was wrong. If any of those big, big Johns had sat in the thing ALL the springs would have been broken!

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Vignettes

Continued from page 3

is the basic issue. Fewer people can rob the till with one organization. Result---the sport gets driven right into the ground. Scratch one race fan, for GOOD. If the rally column hadn't been in the recent issue, you'd have scratched a MOTORACING fan also. Now you get one more chance.

HERMAN W. REEVES
Canoga Park, Calif.

Clymer Book Tops

NOTEBOOK JOTTINGS---With interest mounting in true road racing as result of the planned Sept. 15 Baja Calif. carrera from San Felipe to Ensenada, it was truly illuminating to read the book on the first 1950 Mexican Road Race which FLOYD CLYMER published, CARRERA PANAMERICANA, with 350 action photos and illustrations, is a fabulous book. That one was from north to south---Ciudad Juarez to the Guatemalan border. It was only for stockers; sports cars came later. Chap by name of HERSCHEL MCGRUFF of Portland, Ore., won it in an Olds. Get this book; costs only 2 bucks. Write Floyd Clymer, 222 No. Virgil Ave., Los Angeles 4...

BOB CHALLMAN has moved down the street from VASEK POLAK'S Porsche firm and opened a gleaming, snazzy Lotus agency at 2301 Sepulveda Blvd., Manhattan Beach. His invitation, sprinkled with corn as only Bob Challman can sprinkle it, was every bit a hit among the sports car set as was his flossy opening. It was good to have coffee and doughnuts for a change. That lousy booze'll kill you. Bob, who has done well as a Porsche piloto and describes himself as "Old Feather Foot" ("Das Mickey Mouse Driver"), feels that in getting his own brogans wet he has set back the auto vehicle sales industry at least a thousand years. He's got Lotuses galore, including the Jrs. Drop over, and the odds are B. Challman will put you in an Elite.

Snyder's Elva

At the Cal Club - SCCA Riverside races, March 3-4 (postponed from Feb. 10-11 on account of a billion tons of mud), there are going to be

a lot eyes strained in the direction of ART SNYDER'S new rear-engined, Coventry-Climax-powered Elva Mk. VI. There's no doubt that G modified will be one of the most interesting classes this year. HUGH PINNEY, who does an excellent drum-beating job for the Cal Club, summed it up well: "Right now, though, the only motor that's racing is Snyder's. He can't wait to get it into a race." Art has driven a Lotus and Lola with success in the past...A San Francisco compadre recalls an article in these columns that CARROLL SHELBY said he was withdrawing from the race for SCCA Area 10 governor. The implication, he adds, is that RAY ALTMAN of the SF region won by default. "In actual fact," my compadre yodeled, "Altman won a close contest, 467 to 442 for Shelby, with JOHN HOOPER of San Diego (who had withdrawn from the race) getting nine...JOHN EAGER is on the pellet to report that JIM PARKINSON (Burbank Sports Car Center) has finally decided to bring the city of Burbank the prestige and assorted blessings of a Jaguar agency---and there's no use keeping it a secret."...Thanks to: LA Women's Sports Car Club for the plaque; GEORGE RAND of ACCUS for the race regulations...Tough luck for the gals, by the way STEVE MC QUEEN was set as guest of honor for their installation last year, but failed to make it; this year they billed PHIL HILL, but he couldn't make it either...On hand are past MOTORACING trophies belonging to JAMES LOWE, MARION LOWE, RON HATHAWAY, TED CONRAD and ELDON BEAGLE. Where are these people? And ERIC HAUSER still has some plaques won by drivers in 1961. Date not yet set for the 1962 MOTORACING Awards...Remind me to check if the USSCC-USAC entry blank for the Pomona March 10-11 races says they are approved as an FIA national event with Intl. participation permitted; also to check if the R. PETERSEN-W. PARKS Natl. Hot Rod Assn. is getting a USAC sanction for late model stock car road races at Riverside and what effect getting into pro racing will have on OLD GOLD SUIT. They apparently want to interest the teen-agers in something other than drags.

REAR-END

The only impression ever found of a dinosaur's rear end and tail can be viewed imprinted in slate near South Hadley, Mass.

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SHORT AND SWEET



By FLAVIO ST. GERMAIN

BRUMOS PORSCHE CAR CORP. of Jacksonville, Fla., the ONLY live-wire Porsche outfit we've been able to detect in the entire US, has a big cocktail party Feb. 16 for a private showing of its new facilities. JOHN MC LEOD does a top job for Brumos. Sorry we can't make it...

1962 Natl officers for Formula Racing Assn.: BOB BLANDIN, pres.; RODCARVETH, vice-pres.; and the following chairmen: BRUCE EGLINTON, publications; BOB ELDRIDGE, membership; JOHN ETHRIDGE, tech; RAY POE, competition; KURT NEUMANN, drivers. Eldridge and Neumann are new on the board, others were re-elected.

MIKE SMITH was re-elected pres. for the So. Calif. area of FRA. Other officers: WALTER COLEMAN, vice-pres.; CHUCK GOUNIS, sec-treas.; WALT HUFF, board; and the following chairmen: DON MILLER, drivers; GARY HOOD, tech; BILL PARMELEE, points.

The GRAND PRIX restaurant, long the meeting place of the road racing and rallying sets, was sold almost on its fifth anniversary by BOB DRAKE and MARY DAVIS to PETE SAPORITO. No changes are planned, the racing theme will continue to be carried out, and JUDY ALLEN will be the manager...

RAY LAVELLY, who could put Riverside Raceway into the big-time, is currently aiding in putting out a big catalog for ROY RICHTER at Bell Auto Parts...

REID RAILTON, builder of early British land-record cars, pioneer in aeromatic design and wind-tunnel techniques, is living in retirement at Berkeley, Calif.

BUD COHN, concours chairman of Le Cercle Concours d'Elegance, announces a gala show for Sunday, July 15, at Vista Del Mar...

Her many friends will be happy to know that smiling JOYCE BARNARD, our Classified Ad gal, is recovering from serious injuries suffered in an auto accident. She's at the Kaiser Foundation Hospital, Harbor City. How about dropping her a line?...

Cal Club-SCCA last week re-elected the following to serve on the board: ART SNYDER, DAVE BRACKEN, ALAN FORDNEY, PERRY PERON and JACK NETHERCUTT, SR. JAY HILLS was elected to the spot vacated by SUMNER BENNETT, who did not choose to run. They will serve along with six other members. The same officers' slate, headed by President D. D. MICHELMORE, was retained....

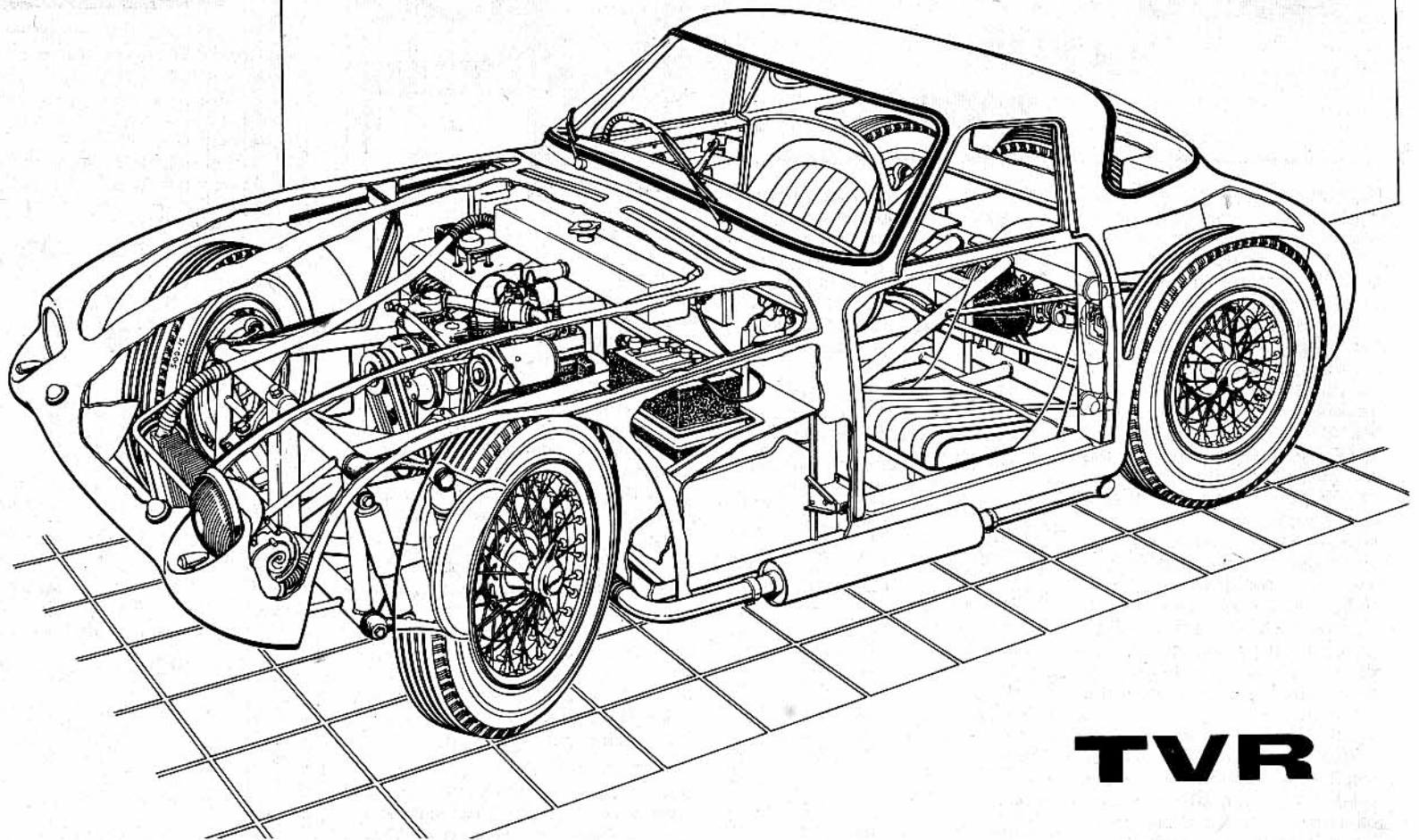
CLYDE EARL of Johnson Motors, Pasadena, announces a 48-min. color and sound film PIT PASS will be shown at the Coventry Inn Tavern, 302 E. Foothill Blvd., Arcadia, Feb. 27-28, starting at 9:15 pm. Film covers the Targa Florio, GP of Monaco and 1000Kms. of Nurburgring. World's top pilots will be seen in action....

Driver SKIP CONKLIN is now associated with the Finesse Cuisine restaurant at 302 12th St., Manhattan Beach, Calif....

Former East Coast driver JIM BELL is service manager for BEN POPE at the latter's new General Tire Automotive Center, 4110 Lankershim Blvd., No. Hollywood. It's JAY CHAMBERLAIN's old spot....

According to DEL OWENS, an all-out effort is under way to get the non-racing segment of the Cal Club-SCCA on the pellet. A Steering Committee has come up with an impressive program that kicks off with a rally set for Feb. 25. They'll rally for four hours, starting at 11 am from Hody's, Sepulveda and Ventura Blvds. Owens, by the way, is sales manager for LEW SPENCER at the Sunbeam Alpine-Morgan headquarters that the latter took over when RENE PELL-ANDINI left for Switzerland....

State champion rallyists HAL and BARBARA SCHELL of Livermore received top awards of the No. Calif. Sports Car Council. Other awards: MIKE TSIRLIS, Corvette, autocross; ELMER



TVR

TVR—What Does It Mean??

By BILL DARLING

MG, AC, SIATA, OSCA, BRM, ERA, HWM, HRC, - ad infinitum.

Initials with meanings, some with exotic overtones, others steeped in tradition, all are probably familiar. Some of you may know what all of them stand for, but most of you probably know only a few. However, if you own one of these cars, chances are you have made it a point to find out what the initials stand for, to arm yourself for the inevitable question if for no other reason.

Well, the point is, I have a TVR and whenever someone asks the meaning of the initials I either change the subject or state very matter-of-factly "Touring Vehicle, Rapid," or "The Veloce Rodente," or some other equally insane phrase that will fit. This has gone on for a year now, since I first found out that I had a TVR. I say it in that way because I have had the car two years, and the first year I innocently believed it to be a Jomar. Since that day of reckoning, I have suffered many embarrassments and a little frustration in trying to find the real meaning.

One reason for the obscurity, I am sure, is due to the fact that the make has received little or no coverage by the sports car mags in this country. The only reports I have seen were several years ago when the car was first introduced, under the name of Jomar., and evidently the Jomar did not impress too many people "on the inside" of the magazine world.

HEASTON, VW, sedans; WILMA KLINE, Austin-Healey, top woman driver; SF SCCA, No. Calif. Corvette Assn. and Continentals SCC, top scoring clubs. Heading the 1962 NCSCC officers who were installed was EDDUNCHELMANN of San Jose.

In fact, after I had submitted the cutaway (above) to one of the more popular monthlies, the editor informed me that "my choice of subject was unfortunate." This rather surprised me, so I asked him what he meant and he came back with: "Well, I wouldn't be interested in publishing a cutaway of a Jomar, even if you were the best cutaway artist in the world."

As my friends will tell you, I am persistent, and since no American-type magazines are interested, I have written to TVR for information about the car (and to find out what the hell TVR stands for). If any of you would like to hear what the result of this inquiry is, I am sure Gus will be glad to publish it.

N.Y. LEADER

More than 1,700,000 people own stock in motor vehicle and automotive equipment manufacturing firms. The stockholders are located in every state, with the largest number--292,000--in New York. Alaska has an estimated 200 automotive stockholders.

BRITISH

A British survey is investigating what percentage of Englishmen bend their heads to the right when kissing a girl.

CHEESE

A New Yorker boasts a prodigious collection of camembert cheese boxes, the result of 25 years of cheese-eating.

DRIVER EDUCATION

More than 12,246 passenger cars are being used for driving instruction in US schools. Of the total, 6,700 have been loaned to the schools by automobile dealers, with financial aid from the manufacturers.

POMONA RACES MARCH 10-11

Opening 1962 sports car races of the new LA chapter of USSCC (USAC) will be staged at LA County Fairgrounds, Pomona, March 10-11, it was announced at the group's monthly meet last Feb. 6. The races originally were announced at the group's monthly meet last Feb. 6. The races originally were announced for March 17-18, but the switch was made to avoid conflict with USAC stock car races at Riverside.

These races come one week after the CalClub-SCCA opening races at Riverside.

USAC has applied for the USSCC Pomona races to be listed on the FIA calendar, but as of Feb. 6 the application was pending the final decision of the Automobile Competition Committee for the US (ACCUS), the FIA arm in this country.

USAC Announces Spa Race Cancelled

The United States Auto Club (USAC) said last week that a sports car race announced previously for Palm Springs, Calif. on Feb. 18 has been cancelled because the track will not be available on that date. It was to have been staged by LA chapter of USSCC.

(Editor's Note--This race never was set.)

State Awards Rally Dinner on March 3

The annual Calif. State Awards rally dinner will be held Saturday, March 3, at the Doric Hotel, 23950 Mission Blvd., Hayward, Calif.


Champions for 1961, each with 108 points, were driver Harold Schell and navigator Barbara Schell.

SF SCCA, SCRAM Contract Not Set

Contrary to published reports in a San Francisco newspaper, the Examiner, contract negotiations between the San Francisco region of SCCA and Sports Car Racing Assn. of Monterey Peninsula (SCRAM) for races at Laguna Seca had not been finalized as of last Feb. 1. This statement was released by Red Faris, SF regional executive.

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RANDOM RALLY NOTES . . .

By GENE KIGGINS

This space, during whatever spasmodic appearances it may make, will be directed in part toward the newcomer rallyist who would like to show some improvement. Currently successful rallyists obviously have their own methods. If only the state of the art could keep up with the inventions of the rallymasters!

Speaking of rallymasters, their MARK IV, a drivers' rally, will probably be considered one of the better rallies of 1962, traps galore. To paraphrase Eva Marie Saint, "Aw Chute."

Why shouldn't non-wed (to each other) navigators get a copy of the results the same time as the driver, especially since both addresses appear on the entry? This might hurry the receipt of rating cards and certainly would not cost much additional postage. Oughta be in the code.

About odometers...most stock odometers operate on a ratchet principle, the input wheel having 10 teeth, and one complete revolution purports to equal one mile. The actual distance travelled to a point where one mile appears on the drums will vary greatly with each reset to zero. This is due to the variable position of the next actuating tooth and could conceivably be as much as one-tenth mile (36 degrees rotation) and must always be a lag or minus value, so at the odometer check a stock odo will show slightly less than if measured with some more accurate device. How much less? This might be stated as a probability (square root of 10 N as a random sample) and in actual practice a stock odometer will show an average lag of about 0.03 miles. Try it a few times for yourself.

Very often various problems can be solved en route to the odo check or during the first stop. In earlier days of handholders, the correct solution of a complex problem might have had some direct bearing on the participant's score, but on most rallies today there are so many other traps that arithmetic problems have chiefly nuisance value. Arithmetic problems are usually thrown in at a point calculated to keep the navigator's head down so the driver can miss several signs in peace, or if the signs are found, to interrupt the navigator often enough that neither party knows what has happened to them. When confronted with this situation, concentrate on signs, not problems.

Driver in sight of a checkpoint: If they let you see the CP sign, maybe you are not supposed to go straight in. Perhaps the named road you are on turns immediately prior to the CP sign.

Navigator in sight of a checkpoint: Better help the driver look.

Forced turns: Instruction states: "Right at THIRD Opportunity." This normally means third

opportunity to your right. However, if the road you are on makes a 90-degree turn to the right and there is no other place to go, then it is a forced turn and is not counted as an opportunity. This situation can be and has been critical when going through a maze.

Calif. Imported Car Registrations

JANUARY THROUGH NOVEMBER 1961

	CALIF.	NORTH	SOUTH
1 Volkswagen	21713	9496	12217
2 Renault	4786	1153	3633
3 Volvo	2246	1015	1231
4 Hillman	1921	490	1431
5 Austin-Healey	1821	849	972
6 MG	1787	666	1121
7 English Ford	1725	881	844
8 Fiat	1680	524	1156
9 Triumph	1272	562	710
10 Metropolitan	1200	449	751
11 Morris	1120	449	671
12 Mercedes Benz	1091	388	703
13 Borgward	1055	441	614
14 Sunbeam	799	220	579
15 Jaguar	756	294	462
16 Simca	741	235	506
17 Peugeot	691	219	472
18 NSU	684	220	464
19 Porsche	646	258	388
20 Opel	495	160	335
21 Austin	458	197	261
22 BMW	384	153	231
23 Alfa Romeo	358	137	221
24 DKW	295	111	184
25 Citroen	235	98	137
26 Singer	231	66	165
27 Hansa	189	120	69
28 Datsun	163	61	102
29 Vauxhall	163	88	75
30 Toyopet	115	42	73
31 Vespa	112	4	108
32 Rover	104	67	37
33 Auto Union	78	21	57
34 Panhard	77	23	56
35 Hummer	69	11	58
36 Lancia	47	12	35
37 Rolls Royce	41	11	30
38 Skoda	41	4	37
39 Lotus	40	9	31
40 Skorpion	37	3	34
Misc. (33 or less each)	313	100	213
TOTAL	51779	20305	31474

Courtesy MOTOR REGISTRATION NEWS OF CALIF., Oakland 6.

Mother Lode Hill-Climb Slated March 17-18

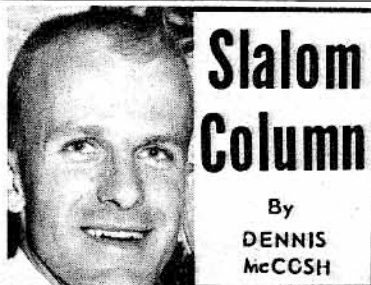
Plans are being completed for San Francisco's first regional SCCA of the season, the second annual Mother Lode (formerly Georgetown) hill-climb March 17-18. Chairman Danno Raffetto has made arrangements for the same two-mile course near Coloma, Calif., which was used last year.

While the schedule and social activities remain basically the same as in 1961, one important change has been made for this year's hill-climb. Roll bars will be required on all cars, they were not mandatory last year. Adequate seat belts are required.

Stan Peterson, Oakland, set the course record last year in a Jaguar XKSS, wheeling up the snake-like course in 2:01.9 minutes.

CALIF. NO. 1

Registrations of motor vehicles in the U.S. at the end of 1961 are estimated at 76 million. Of the total, 63.5 million were passenger cars and 12.5 million commercial vehicles. California led all the states, both in cars and trucks. Its 6.9 million passenger car registrations ranked 52 percent above second place New York with 4.6 million. Commercial vehicle registrations in California totaled 1.2 million, more than 223,000 higher than Texas, which ranked second.



Slalom Column

By DENNIS McCOSH

One of the most important factors of success in slaloms is consistently excellent performance. There is a name for this—MAL DOHERTY. In three years of SCCA Championship Slaloms there have been 19 events. Mal has placed first in his class, one of the most competitive, in 15 of these events and fourth twice and ninth twice in the others. He has accumulated 1487.2 points, 452.3 more than the second highest total for the three-year period.

It's getting so that some drivers in his class are developing a defeatist attitude about their chances when they see his cherry-black beauty drive into the lot. Most of the better drivers, however, look to him as a challenge and strive all the harder to better their times. Sometimes this effort goes too far and pylon penalties result.

In their efforts to improve themselves, many people bombard Mal with questions, which he freely answers. What tires do you run? What pressures do you use? What have you done to your engine to make the car go so good? And other questions about what has been working for him. What many people forget is that everyone drives a bit differently, and what might be good for one person is not necessarily equally good for someone else. The best way seems to be to experiment and find out what is best for each individual car-driver team. Two things, however, which I have noticed in Mal and are not dependent upon the characteristics of the car, are probably more important than any other factors.

First, Mal knows his car. He has been driving the same concours Austin-Healey for five years in all types of driving conditions, rallies, slaloms, etc. He knows what it takes to take a sharp corner, how short a distance it takes to stop, what happens to the car under power, full braking, coasting, and in a corner, and has experimented with tires, pressures, and other things important to adhesion, handling, cornering, etc. This all takes time, and the experience cannot be gained in one season with one car and the next season with a second car and so on.

The second factor is Mal's deceptive smoothness which gives the impression of loafing while he is actually taking less time to get around the course than others are. The words "taking less time" are important because that is precisely what is happening. Many people drive faster on the course but lose time by going faster than is necessary and taking the wrong line through the course. Timing and judgment are far more important than a heavy foot and determination.

If Mal gets beaten this year, it will have to be because someone with more natural driving talent quits listening to advice and starts finding out what is best for him and his car. This will take something because Mal has a great deal of natural driving ability as well.

1961 CALIFORNIA STATE RALLY CHAMPIONSHIP STANDINGS

POS.	NAME	CLUB	MARK	ATLAS	WHEELS	MAN	BOON	D'ONO	ALPINE	STIERA	WTFP	24	RIO	CALIF	TRAVO	STARS	BAG	SUN	STIE	BUCC	BAVE	WEST	NOEL	SUN	TOTAL
1.	BARBARA SCHULTZ	TRVSC	15	0	14	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	108
2.	DICK COULTER	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
3.	DICK ANDERSON	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
4.	DAVID DAVIS	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
5.	DAVID BAYLER	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
6.	WYNN BROWN	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
7.	ROD STOLK	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
8.	DAVE SPANIS	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
9.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
10.	ELIZABETH THOMAS	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
11.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
12.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
13.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
14.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
15.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
16.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103
17.	BOB TAYLOR	TRVSC	15	0	15	15	12	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	103

Lovely, Donohue Form. Jr. Victors

DAYTONA BEACH, Feb. 10--Pete Lovely, Seattle, won the first 10-lap Formula Junior heat today over a 1.66-mi. course at Daytona Speedway. Lovely drove a Lotus 22 and averaged 76.705mph.

Floyd Aaskov, Lincoln, Mass., was second in a Lotus. Peter Ryan, Montreal, placed third in a Lotus 20.

In the second 10-lap Formula Junior heat, Mark Donohue, Summit, N.J., won driving a 1962 Elva. He averaged 75.618mph. Roger Penske, Villanova, Pa., in a Cooper, placed second. Charlie Kolb, Miami, in a Gemini, was third.

I. Lindqvist

FOREIGN CAR SERVICE

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TAKAHASHI WINNER ASTRIDE 250 HONDA

DAYTONA BEACH, Feb. 4 -Kumimitsu Takahashi, Japan's No. 1 rider, averaged a record 90.953 mph on a Honda 250cc machine in winning the Grand Prix of U.S. motorcycle racing. Dave Hetzler of Northridge, Cal., was third in the race.

Don Hulette offers his Jag-Vette Spl. 204 Equip. 2 eng., 2-4 spd. 5 R-E Ratio, 10 tires, 8 wheels. 4-wheel disc brakes. Pacific Coast Champion 1961. \$2500. Will trade for boat or car. Will finance. EMpire 2-9930

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PORSCHE RS SPYDER
Ex-Ken Miles car. Extra Ring and Pinion, tires & wheels. 1958 Sebring car.
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LOTUS 20 FORMULA JR.
New. Latest specs. Must sell! Dick Boyle, 6627 Cleon Ave., N. Hollywood, Calif.
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1962 LOTUS F-Jr.
Brand New Car. Never raced. Late Cosworth Ford engine. Perfect shape and ready to race. Potential winner. Real sacrifice for \$3895.00.
HARON MOTOR SALES, Inc., 2222 Ventura, Fresno, Calif.

LOTUS FORMULA JR.
18 with latest 20 specs. EX-Jack McAfee Pacific Point Champ. car. Xint Cond. Chrome crank, 4 spare wheels & tires. Sell or Trade. Trailer available. Tom Milana, HO 6-3553 TR 7-2222 (L.A.)

'61 LOTUS ELITE
Stage 2 engine.
Perfect condition
GR 2-3628 (L.A.)

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85 HP Martin Cosworth Engine. 4 Spd. Gordini or 5 spd. Colotti gearbox. Spares. Fastest 1/8 in Calif. Ready to race. Ethridge & Eglinton, 2048 LaFrance Ave., So. Pasadena, Calif. SY-9-8214.

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MU 1-0902

FERRARI '55 Vignale coupe. New BMW. Alum. V-8. ZF. All synchro. 4 speed. One of 3. Make offer. Private Party Re 1-8265 days. VE 8-1382 Weekends.

AUSTIN-HEALEY 100 S. Extra Rear End, Spares. Never Blown. Ready to race or drive on street. \$2400. Bob Schilling, 6500 Maryland Dr. L.A. 48. LU 5-4242 day. WE 9-2557 Eves.

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Isb. Radio & Heater \$1400. Like New. Private party. PO 1-1672 Eves. L.A. Area.

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AM/FM, R & H Beaut. condition Private Party. Candy apple blue. \$5,295. DI 5-8632 days. Eves. ST 9-1098 L.A. Area.

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'58 all factory options.
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Less engine. Includes special brakes, MG close ratio gear box, many Spares. New Paint. All in perfect shape, \$1000.
RON COLE
1658 Buckeye, El Cajon, Calif.
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Econ. Car News

Continued from page 2

VW and Fiat, which was to become "the best small car in the world." A NY Herald Tribune dispatch from Moscow describes the car as bob-tailed, failure-prone, under-powered and overpriced. Owners, behaving in a suspiciously capitalistic manner, thought they out to get more than a 22hp, 4-passenger runabout, which could only be repaired professionally at the factory for \$1666. So now, there's been a "rebirth," the Russians have taken a look at Renault and its Dauphine (having failed with Fiat and VW) and have come through with an enlarged better-looking model. It keeps the same name (from the name of the southern Ukrainian town where it is manufactured, but has an air-cooled engine in the rear which achieves about 26hp. The weight has grown to 1650 pounds and the top speed is about the same as for the old model, perhaps 62mph.

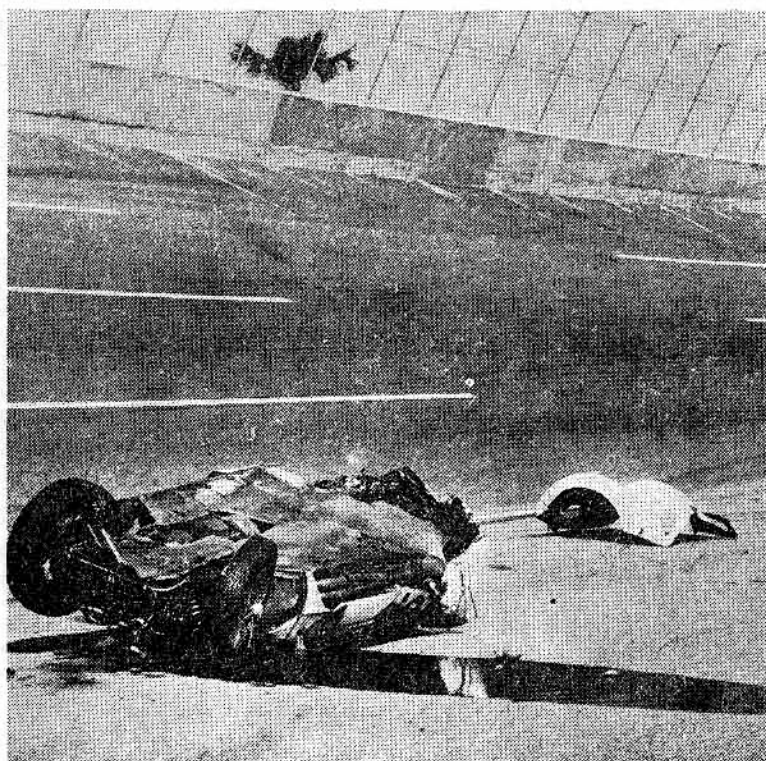
Alfa Romeo, Inc. in Newark is taking steps to improve the servicing of Alfa Romeos in this country. ARTHUR REITZ, vp, announced that a mobile training school has been inaugurated for all the company's dealer service organizations. GIOVANNI GRECO will direct five service trucks that will tour the country visiting dealers for on-the-spot training in the maintenance and repair of all Alfa Romeo cars. Each truck is completely equipped with an Alfa Romeo engine, transmission, differential, brake assembly and the necessary tools. Dealers service-men will be trained by mechanics from Alfa Romeo's factory in Milan, Italy. As the mobile service units visit various dealers, free inspection and service clinics are to be held for Alfa Romeo owners in the area.

While the US sales picture is brighter for Volvo and Mercedes-Benz, it is not so encouraging for French automobile manufacturers anywhere. For the first time since the war, French automobile production did not increase over the previous year in 1961. Renault continues to be the second largest world exporting company after VW in this country, but it only exported 50,000 units here in 1961 compared to VW's 200,000 units. The French were not only hurt by compacts in this country, but by the massive entry into France of foreign cars through the lowering of Common Market trade barriers.

According to SAM C. MITCHELL, executive of Volvo Western Distributing, Inc., Volvo is shipping about 1/4 more cars into this 13-state region than it did a year ago, and has a backlog for the 1962 90hp model cars. He reports--and this trend has also been noted in buying trends of American cars--that there is a swing toward the more expensive and larger models. Now handling advertising and publicity for the American headquarters of Volvo Dist., Inc. in Englewood Cliffs, N.J., is ROBERT J. SINCLAIR. He moves over from SAAB Motors, Inc. in New York, where he had a similar position.

LON A. FLEENER, president, Mercedes-Benz Sales, Inc., South Bend, states that retail sales of 15,181 Mercedes-Benz and Auto Union-DKW cars in 1961 in this country represented an approximate 10 percent increase over the 13,868 units delivered in 1960. Retail sales of Auto-Union-DKW cars in 1961 of 2,544 units was well above the 1,923 units sold in 1960. These cars are expected to be even more competitive this year because of lower prices and engineering improvements that include the new automatic oil injection lubrication system.

BILL DREDGE of the LOS ANGELES TIMES states that as of now GM has better than 50 percent of the US car business, Ford has 30 percent, Chrysler 10 percent, Rambler 6 percent and Studebaker-Packard and "the failing imports" the rest. He states that the return to handshifting has put the Borg Warner gear people on an overtime production basis and, once more, the birthdate of the new Ford sub-compact, front-drive, Cardinal line, has been postponed. Now it MIGHT appear as an "early introduction 1962 car."



HERE IS what was left of the Birdcage Maserati which crashed during practice at Daytona Speedway last week. Fortunately, driver Augie Pabst was thrown clear when his seat belt broke. He is reported in "fair condition." (Story on Page 1)

GURNEY WINS

Continued from page 1

104mph in the star-studded race. Second went to a 1962 2.5-liter rear-engined Ferrari driven by Phil Hill, Santa Monica, Calif., 1961 world's champion, and Ricardo Rodriguez of Mexico City. The Mexican boy was at the wheel at the finish.

Jim Hall, Midland, Texas, in a Corvette-powered Trautman-Barnes Chaparral, was third. Stirling Moss of England took fourth in a 1962 Ferrari Berlinetta Grand Touring car. Dick Rathmann, Indianapolis, in another Chaparral, was fifth.

As winner of the big Grand Touring class, which this year supplants sports cars for the manufacturers' championship, Moss brought nine points to Ferrari in the opening 1962 title races.

Gurney and Moss each won \$7500, and for Gurney it was another smasher after winning the big race at Nassau last Dec. in the same Lotus.

Midway in the race Hill's leading Ferrari was called into the pits for a tire change. This enabled Gurney to take a lead he never relinquished. Rodriguez took over the wheel of the Ferrari after the pit stop.

Gurney was some four miles in front -- more than a lap -- when the engine failed and he had to resort to the starter to get across.

Top 10 Finishers

- 1-Dan Gurney, Costa Mesa, Cal., Lotus 19.
- 2-Ricardo Rodriguez, Mexico City; Phil Hill, Santa Monica, 2.5 Ferrari sports car.
- 3-Jim Hall, Midland, Tex., Chaparral-Chev.
- 4-Stirling Moss, London, Ferrari Berlinetta.
- 5-Dick Rathmann, Indianapolis, Chaparral-Chev.
- 6-George Constantine, Southbridge, Mass., Ferrari 3-liter V-12.
- 7-Bob Holbert, Warrington, Pa., 59 Porsche RSK.
- 8-John Fulp, Anderson, S.C., Ferrari Dino 62 Sports.
- 9-Chuck Cassell, Fort Lauderdale, Fla., 60 Porsche GT coupe.
- 10-Herb Swan, Cleveland, Porsche 61 RS Spl.

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Brazil is the largest US motor vehicle export market, with the emphasis on trucks. The South American country bought 51,100 motor vehicles last year, of which 50,000 were trucks.

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During 1961, HONDA motorcycles scored the greatest sweep in the history of the European Grand Prix racing circuit—winning the International Grand Prix Championships in both the 125 cc and 250 cc classes and establishing HONDA riders Tom Phillis and Mike Hailwood, respectively, as World Championship Riders in those classes.

The supremacy of HONDA machines in the world's top racing classics was highlighted by HONDA's amazing domination of the first 5 places in both the 125 and 250 cc classes at the Isle of Man TT, biggest international racing event of them all.

In scores of other major races around the globe where international motorcycle manufacturers compete in technical and engineering skill—such as the Daytona Grand Prix, in which HONDA machines swept both the 125 and 250 cc classes—HONDA proved time and again during 1961 its claim to the title, "World's Finest Motorcycles."

HONDA WINS INTERNATIONAL GRAND PRIX CHAMPIONSHIP IN HISTORIC SWEEP OF WORLD-WIDE RACING CLASSICS



HOW HONDA FINISHED IN 1961 GRAND PRIX CLASSICS		
GRAND PRIX	125 cc Class	250 cc Class
ISLE OF MAN	1-2-3-4-5	1-2-3-4-5
ARGENTINE	1-2-3-4-5	1-2-3
FRENCH	1-3-4-5-6	1-2-3-6
DUTCH	1-2	1-2-3
ULSTER	1-3-4-5	1-2-3-4
SWEDISH	1-2-3	1-2-3-4
ITALIAN	2-3-4-5	1-2-3
BELGIAN	1-2-3	1-2-3-4
EAST GERMAN	2-3-6	1-2-3-4
WEST GERMAN	5-6	1-2
SPANISH	1-3	2-4
TOTALS	38 of 49 places	38 of 42 places

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There's a precision-built HONDA for you in the big versatile line of HONDA machines that range from 50 cc to 305 cc. They're designed to encompass every taste and purpose—and every one is put together like a precision watch. The low prices will surprise you too. For name of your nearest dealer, Call Western Union by number and ask for OPERATOR 25. Or use coupon for free literature.

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